

The Hong Kong Daily Press

No. 4993

日四急月九西癸同

HONGKONG, THURSDAY, 13TH NOVEMBER, 1873.

四拜禮 三十日一十一英 港香

PRICE \$25 PER MONTH.

Arrivals.

Banks.

NOV. 12. TRAVANCORE, Brit. str., 1,900; C. H. Bushley, Bombay, 21st Oct., Gallo 28th, Peking 2nd Nov., and Singapore 5th, General—P. & O. Co.
Nov. 12. NANTES, Brit. str., 1,850, McWabb, London 22nd September, Port Said 7th October, Suez 8th, Penang 29th, and Singapore 4th November, General—SIMON & Co.
Nov. 12. DOUGLAS, Brit. str., 364, Burnie, Swatow 9th Nov., Amoy 10th, and Swatow 11th, General—D. LAFRAIR & Co.
Nov. 12. ALEXANDRIEN, Brit. str., 201, T. Oliviero, Sydney 25th Sept., Coal, &c.
Nov. 12. LEONIS DE BORDEAUX French, 650, F. Dethouguen, Capo Town, General—ORDRE.
Nov. 12. CHENTO, U.I.C.M. gun-boat, 221, G. Robertson, Canton 11th November, Taiping 12th.
Nov. 12. CITY OF EXETER, Brit. str., 787, Bovey, Shanghai 5th November, Swatow 11th, General—OLYMPIAN & Co.

Departures.

Nov. 12. YANGTZE, str., for Canton.
Nov. 12. HAILONG, str., for Swatow, &c.
Nov. 12. CITY OF EXETER, str., for Canton.

Clearances.

AT THE HARBOUR MASTER'S OFFICE,
NOVEMBER 12TH.
Hailong, str., for Swatow, &c.
Forwards, for Whampoa.

Passengers.

Per Transocean, str., from Bombay, &c.—
For Hongkong—Messrs. Bailes and Jones, Mr. P. Laurie and infant, Miss Walker, Lieut. C. E. Grissell, Lieut. A. C. Clarke, Mr. J. Patrie, Mr. the Governor of Timor, wife and two servants, Lieut. H. Faulke, and 22 Chinese. For Shanghai—Mr. and Mrs. Coutts, Mr. and Mrs. Cooper, Messrs. A. M. Bell, and Mr. and Mrs. F. Dethouguen. Mrs. Douglas, 2 infants and 2 nurses, servant, Mrs. Faulke and infant, Miss E. J. Stanley, Messrs. E. Livist, J. E. Cooper, T. Walker, R. Komp, B. Faymont, and T. O'Kada and servant.

Per Nantia, str., from London, &c.—
Dr. and Mrs. Hopkins, Mrs. Bay, Mrs. Goggin, Mrs. Hufman and daughter, Miss Kirby, Messrs. Cratty, Galliver, Innocent, and 97 Chinese.

Per Douglas, str., from East Coast—
Mr. and Mrs. Archer She, Lieut. Smithies and Scott, B.N., Mr. D. Ollin, and two French Missionaries and 150 Chinese deck.
Per City of Exeter, str., from Shanghai, &c.—
Mrs. Manning, and 100 Chinese.

Per Hailong, str., for Coast Ports.—
The following passengers proposed by the P. & O. Co.'s steamship *Zerbinet*, to day, at Bombay—Mr. Goolambooson Abdoolaliy, and one native. For Brindisi—Signors Scazzola and Feschini. For Venice—Signors Ragnoli, Formanni, E. Ronco, Gattinoni, Pini, and Bonetti, Messrs. W. Legge, R. E. Hawke, J. C. Orrell, Bland, Tupp, and Kurus. For Southampton—Captain Parker, Lieut. F. Swaine, Capt. John Hall, and Mrs. Lockhart, Mrs. Mathew, and infant. Rev. J. Cox Edwards, and Captain B. Munster.

Reports.

The French bark *Petrels* reports left Sydney on 25th September; had light breeze till the 6th instant, since when fresh N.E. monsoon to prevail.
The H.I.C.M. gun-boat *Cheste* reports left Canton at 5 p.m. of the 11th, and Taiping on the 12th, at 5 a.m.; brought down in tow a new Chinese war-junk.
The British steamer *City of Exeter* reports left Shantung on 5th November, and Swatow on the 11th, had fine weather throughout; the *Yatting* arrived the same day the *City of Exeter* left.
The British steamer *Nanhai* reports left London on 22nd September, arrived at Port Said on 6th October, and left Suez on 1st November; left on the 5th, and arrived at Penang on the 23rd; left on the 31st, and arrived at Singapore on 2nd November, and left on the 4th; had fine weather till the China Sea, when got strong N.E. monsoon for five days.

The British steamer *Treasurer*, reports left Bombay October 21st, Gallo 28th, Penang November 2nd, Singapore 5th; had light variable winds to lat. 7° N., long. 109° E., from those to arrival light moderate monsoon and fine weather. The Company's steamer *Gazelle* and *Centaur* had arrived at Singapore, the latter having been delayed by the monsoon. On the 6th instant, in lat. 45° N., long. 106° E., exchanged signals with the British bark *Falcons*, bound S.W., who desired to be reported. In lat. 6 N., long. 89° E., exchanged signals with a ship showing J. L. H. P., bound North.

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NOTICES OF FIRMS.

FROM and after 1st October, 1874, the business of the undersigned will be incorporated and carried on under the name and style of "NEWMAN & CO."

WALTER NEWMAN,
JOHN GITTINS,

1704, Foochow, 11th October, 1873.

THE interest and responsibility of the late Mr. CHARLES WILSON MURRAY, in our firm, ceased on the 16th August last.

HIRLEY & Co.

1612, Hongkong, 1st October, 1873.

THE interest and responsibility of our friend Mr. JOHN H. SMITH ceased on the 30th of April last.

P. BLACKHAD & Co.

708, Hongkong, 1st May, 1873.

M. Ad. S. CORDES has this day been admitted a partner in our firm.

A. CORDES & Co.

459, Tientsin, 1st January, 1873.

The Daily Press.

HONGKONG, NOVEMBER 13TH, 1878.

AS stated by the Shang-hai papers, Mr. W. HARDY TAPP, who has long held the position of Shipping Clerk at H.B.M.'s Consulate, Shanghai, will proceed home by the present mail steamer, in order to assist in the framing of an Order in Council, constituting Shanghai a port of registry. This measure has long been required, and it will be recalled was urgently recommended by the Chamber of Commerce at the above port; and Mr. Tapp, from his lengthened experience and his intimate acquaintance with details, is specially qualified to aid the Government in framing this order. From the care which is evidently being devoted to the consideration of this measure, we may no doubt look for one of a comprehensive character, such, in fact, as would be required by the increasingly large shipping interests in these parts, in respect to which the somewhat crude arrangements hitherto existing as part of the Consular-system, though on the whole, they have worked fairly hitherto, are unsuited to the more extended requirements of trade in the present day, and insufficient to secure a complete, reliable, and, above all, a uniform system of management as to the various important, and often complicated details which arise in connection with shipping matters, and which are of such nature as to demand the attention of an officer specially conversant with the details connected with them.

The whole subject will, of course, have to be thoroughly discussed at home, both at the Foreign-office and the Board of Trade, and by the Law Officers of the Crown, but it may be interesting to mercantile readers to know the general drift of the measure, which will be of much importance to the large shipping interest in China and Japan. By means of the contemplated Order in Council, it will be possible to register vessels, upon the production of the proper documents, as British ships, at Shanghai, or at any of the open ports in China or Japan. The Head Registration office will be at Shanghai, but vessels may, if the proposed measure be carried out, be registered provisionally by the British Consul at any of the Treaty ports of China or Japan, arrangements being made that such provisional registry shall be superseded by the permanent certificate of registry from the Shanghai office, in advance of the final one from the Shanghai office, shall have an indication on its surface as to its provisional character, and thus all possibility of mistake in this direction will be avoided.

The measure will be of great advantage to shipping in these parts, as it will enable ships to be registered at once at any given port, instead of, as heretofore, having to proceed to Hongkong, often at much expense and delay, for the purpose. So far as this Colony is concerned, it will also be an advantage, as it will relieve the Harbour Master of much labour which has now to be done here, and, which, it is not specially for the benefit of this Colony, may be reasonably performed by an officer, appointed by the Foreign-office, for China and Japan. Another great benefit of the measure will be that it will go away entirely with the system of sailing letters, which has always been open to much objection, and we believe is pronounced by competent authorities to be, in strictness, illegal.

The appointment of a Registrar of Shipping at Shanghai will enable arrangements to be made at that port for granting certificates to masters and officers of vessels, and for the settlement of other details connected with the mercantile marine. It will also tend to assimilate the practice in these matters throughout China, and Japan, and to facilitate matters of detail, which are otherwise apt to get into much confusion, if not into absolute disorder.

It is gratifying to find that the Home Government have recognised the importance of adopting the necessary measures with regard to this matter, and that in requesting Mr. Tapp to proceed home to aid in the compilation of the proposed order, they have shown a willingness to take local requirements into careful consideration, and have paid a just tribute to the industry and talents of an energetic and experienced Officer in the Consular Service!

Mr. Mitchell sat yesterday in the Police Court, and the case went not to trial, but to a hearing, consisting only of one or two depositions, chair-music disputes, street gambling, &c.

LATE TELEGRAMS.

REUTERS' TELEGRAMS.

SUPPLIED TO THE 2 DAILY PRESS.

LONDON, 8th November, 1878. Numerous serious Railway Accidents in London are reported.

Sir John Colville succeeds Bovill.

The friendly officials are supporting Sir Garnet Wolseley.

At the Lord Mayor's Banquet, Mr. Gladstone said that the Asaphite difficulty teaches us the desirability of avoiding any relation, chafing such consequences.

FRANCE.

PARIS, 9th November. A great Carlist victory is reported at Navarre.

LONDON, 10th November. The fighting at Navarre is said to be under-

MARINE COURT OF ENQUIRY.

A Marine Court of Enquiry was held yesterday at 10 a.m. at the Harbour-Master's office, to inquire into the circumstances of the loss of life, and the general management, on board the British steamer "Glenlyon," during her passage from Singapore to Hongkong.

The Court consisted of Hon. C. May, president; H. G. Thomsett, Esq., R.N., H. Lowcock, Esq., Captain Chaine, and Captain Seth Duane.

J. Templeton, master of the British steamer "Denison," sworn, stated that he joined the "Glenlyon" in London on the 1st September, and left for the port of Hongkong on the 23rd September, with 300 tons of general cargo for China and Japan. Was discharged at Singapore on the 23rd October, and arrived at Hongkong on the 24th, and again took in 300 tons of cargo to be carried to the port of Foochow on the 26th October. The ship drew 21 feet 3 inches aft, and 19 feet forward, when leaving Singapore. Took in some coal, and 100 tons of rice, and 200 tons of flour, when leaving Hongkong. Produced his license from the Harbour Master, Captain Ellis, at Singapore, for leaving. Had his license renewed by the Harbour Master. He did not notice that the signature was wanting. The certificate permitted him to carry the "Glenlyon" to Foochow, and did not inquire whether there was sufficient room for the passengers in case of bad weather. The ship lay at Foochow Paper Wharf at Singapore, in the New Harbour. The names of the Chinese passengers were not given in the list, just simply the numbers of the tickets. The passengers came on board, principally on the day of departure from Singapore, bringing their luggage, and the upper deck was soon full of cargo, except the forecastle, which was empty. The crew consisted of 10 men, and the passengers numbered 231, as stated in his paper from the agents. The passengers stowed their luggage in the hold, and the steerage, and the deck, and the engine-room, and there was no room to put the passengers in the forecastle in case of bad weather. The Harbour Master came on board at Singapore, at which time there were no passengers. The certificate was given to him by the Harbour Master on the day of departure, and he had no objection to the same. The passengers were to be taken to Foochow, and the crew to Foochow. The Harbour Master makes any official inspection of the vessel. The certificate stated the passengers were "deck passengers." No official came on board on Sunday, and the passengers were not counted, consequently he did not know how many were on board, though he believed there were about 231, as stated in his paper from the agents. The passengers stowed their luggage in the hold, and the steerage, and the deck, and the engine-room, and the forecastle, and the engine-room. The rudder. He did not know whether the crew left the ship. The rudder was cut off, and the steering gear was broken. The captain maintained that he had to get out of his cabin. When the captain went to his room he gave up the charge of the ship to him, as he was unable to move. The first load of life was a European, Kay, who was washed overboard on the 31st, from the steerage, and the second load of life was a Chinaman, who was washed overboard on the 2nd, from the steerage. About an hour or two afterwards, a Chinese jumped overboard, and was never seen again. At this time there were very many men on board, and the gale was very violent, and some difficulty was experienced in keeping the ship to the sea. The sea being confused, he was unable to head it all, consequently leaving the ship before the bridge. Considering the class of vessel, alluding to her length, the wind went greater. Had she been of the old construction, she would have been much better weather. He never saw any man jump overboard. He did not see for three days, when he was washed overboard, and he was heading a box over the side, that was money dropped from it. The Court then adjourned to this day, at 10 a.m.

ARRIVAL OF THE ENGLISH MAIL.

The P. & O. steamer "Travancore," Captain Eastley, from Bombay 21st, Calcutta 26th October, Penang 2nd inst., and Singapore 5th, bringing on the mail of 3rd October, arrived yesterday. The following telegrams have not yet been published:

(From the "Globe Observer.")

LONDON, October 21st.

The examination of witnesses in the trial of

Witnesses who had placed an occurrence at a certain hour in the morning, and suspecting their testimony, the Consul-General asked another witness who followed at what time in the afternoon the accident had occurred, which he at once communicated detailing the occurrence as if it had been in the afternoon, and not in the morning. A vast number of other illustrations might be given, which go very strongly to prove that whatever may be the case with other Asiatics, the Chinese are capable of getting up very consistent and very long stories, which will defy the scut-
tlers to overthrow them, except upon the principle that the inconsistencies in details show great doubt upon the main facts. The celebrated conspiracy case in connection with the Sowkyuan murder here, is an instance of this strongly in point. At the first trial the prisoners were convicted of murder upon generally consistent testimony, and at the next the witnesses at the first trial were convicted of perjury upon testimony of the same character. Is not this set of witnesses to be believed; one was telling a series of lies, and another was telling a series of truths? In the "truly" that the insertion of the clause in the treaty has prevented too flagrant an attempt to raise undue revenue, but it was found so hopeless a task to attempt to gain redress for overcharged actually made, and the only result was to bring about a further increase of the tax. The conditions of trade are in many respects so peculiar that they need careful study to comprehend how damage may be done to foreign interests, while at the same time pretence is made of an observance of twenty rights. Thus, for instance, it is not the great tea and silk producing districts, which make the greatest call for our tea and silk products. Even the islands of the Yangtze valley, which seems to be destined alternately to supply famine in the North and South, use up comparatively few of our imports. Our goods are most required in districts which supply little that we ourselves want, but whose production on the other hand is in request in the place that do supply our needs. To the uninitiated, this may seem little better than a juggling act, but it is not so. We have to pay for a large amount of tea and silk, and draw a large sum of money from the port of Foochow.

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This is reported. We are no doubt that the loss in such a way, amounting at Lyons, or in other Continental markets, will not be less than 3 per cent. on the average of these same shipments. We, therefore, consider the refusal of the native Guild to make the allowance of one per cent. demanded by the buyers not only as unreasonable, but unjust, the more so as, having gained their point of deducting the actual weight of the shirting bags or bales, they have, in effect, given the foreign houses' cost of a set of bales to themselves.

The rejection of the moderate terms proposed by the foreign houses to the native silk-men is very much to be regretted. Such a denial shows forcibly the indisposition of the Japanese traders to meet us in a fair-way business. Like all Oriental nations, they consider that yielding upon any point is evidence of weakness, and stand in their organization, and are determined to carry their advantage to the utmost.

We cannot help acknowledging with sorrow that the victory gained by the native silk-men over the foreign houses is pregnant with all consequences. They have tried their combination against our division, and at short intervals, have been twice successful. What can tell how soon it may be that they will be able to oust us entirely from our advantageous terms? Shall such an attempt be made (and we have little doubt that 'ere long it will come to pass) the same result may be looked for, viz., a signal defeat on our side. We wish we could comfort ourselves with the conviction that in the collisions which must, now and then, necessarily arise between us and the Japanese on commercial questions, the foreign houses would be all on our side in their power to ensure success. We could but hope that fluctuating success to us.

On the contrary, one at least, of the best means of resisting our clever opponents, has been by us—or some of us—recklessly thrown away. We mean to say that if the foreign houses had consented, for three or four days only, to suspend their operations in our favor, the English and French would have done their duty.

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We sincerely trust that we may be mistaken, but we are strongly inclined to believe that they will

hesitate to repeat the course which they

have adopted, and yield submissively to the demands dictated to them by the native traders?

Will they make fresh efforts to retain their standing, and show the Silk Gall that they

also, will have a will of their own, and that they

do not care to put up with a mere refusal of b

utiful and reasonable proposals they have made?

It is very sad, too, to notice with what little

appreciation the idea is held by the Chairman of the Chamber of Commerce was responded to.

The attendance at the meeting was so thin that no one, but he who thought the question to be

of great importance, may have attended.

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